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SR 77/Oracle Road MULTIMODAL CORRIDOR PROFILE STUDY

Newsletter 2

Spring 2007

Help Plan Future Action

Plan to attend one of three open house meetings to review conclusions and concepts for future action on Oracle Road between Miracle Mile on the south up to the Town of Oracle to the north. Estimated heavy and severe congestion for the year 2030 is considerable and is shown on a map in this newsletter.

At the meetings you will have a chance to review and comment on concepts to improve circulation for all users of Oracle Road.

Topics to be addressed are:

- Capacity and safety concepts (intersection improvements, roadway widening)
- Access management concepts (intersection and signal spacing, driveway controls, use of medians)
- Transit concepts (express and limited stop bus service, streetside improvements to the road and curbside improvements for pedestrians, park and ride lots)
- Bicycle and pedestrian facility concepts (sidewalks, shoulder improvements, Americans with Disabilities Act compliance at all bus stops)

All recommendations from the consultant study team headed by Morrison-Maierle, Inc. will be evaluated by the Arizona Department of Transportation for further study and more detailed investigations.

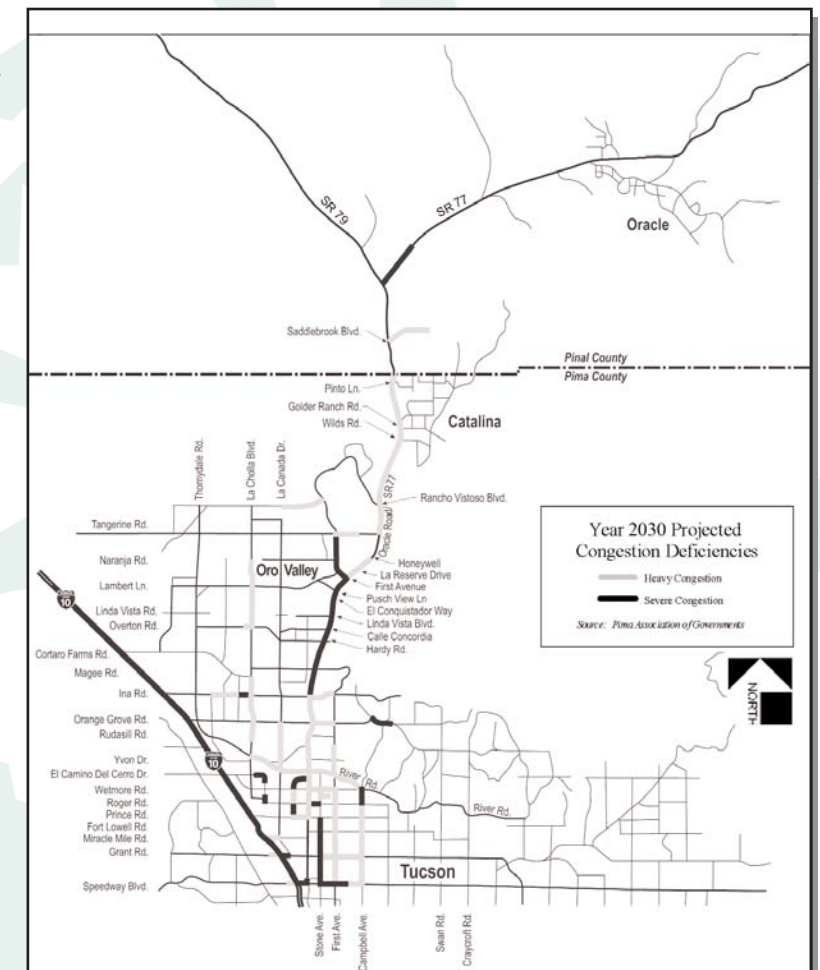
Dates and times:

Monday, April 16, 5:00 - 7:00 p.m.
Nash Elementary School
515 West Kelso Street, Tucson

Wednesday, April 18, 5:00 - 7:00 p.m.
Oro Valley Town Hall, Hopi Room
11000 North La Canada Drive, Oro Valley

Monday, April 23, 6:00 - 7:30 p.m.
Coronado K-8 School
3401 East Wilds Road, Catalina

Estimates of traffic congestion are projected by the Pima Association of Governments. "Heavy" congestion means that the roadway is at or slightly over capacity. "Severe" means that traffic queues are long and it will take more than one or two signal cycles to get through the intersection.



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"Save the Date"

Plan to Come to an Open House

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5:00 p.m. - 7:00 p.m.
Nash Elementary School
515 West Kelso Street
Tucson

Wednesday, April 18

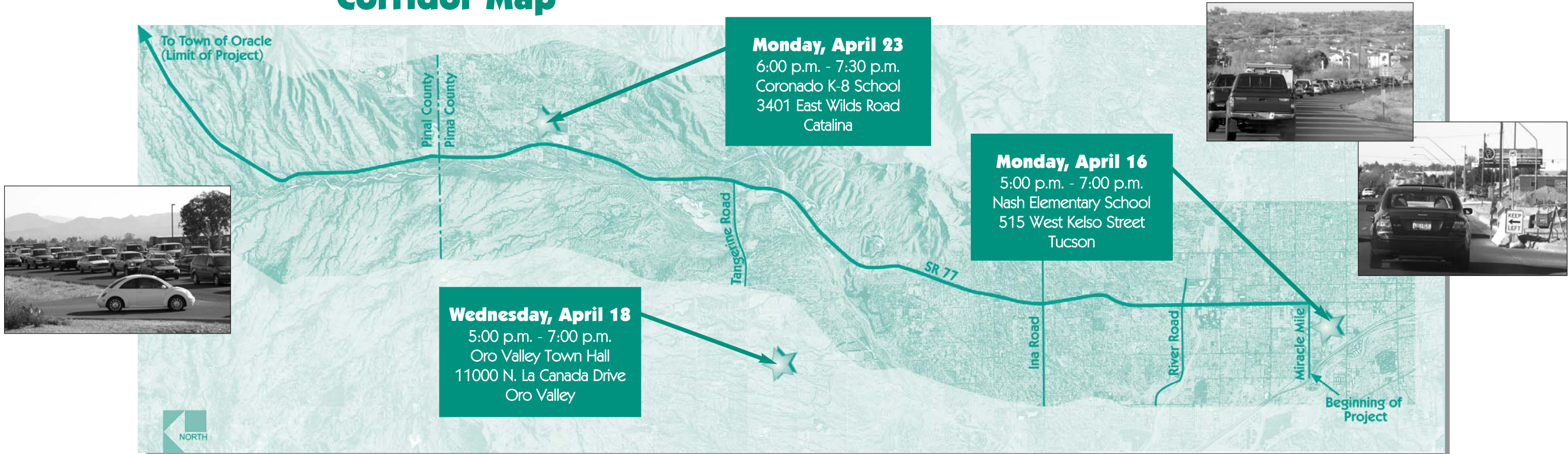
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Corridor Map



Why is this happening? Several of the largest planned developments are in the northern portions of the study area, some well north of the Pinal County line. Oracle Road will be the only access to and from the southern areas of the corridor and the core of the Tucson metropolitan area. Also, significant new commercial, residential and other types of development are planned in or near the Town of Oro Valley.

Roadway concepts will be presented to increase capacity and improve traffic safety along SR 77. These options include developing an alternative corridor, widening SR 77, improving existing signalized intersections, and access management.



Bicycle and pedestrian facilities are recommended throughout the SR 77/Oracle Road corridor.

These include:

- Improved rumble strips on shoulders in the Town of Catalina and Pinal County.
- Connect the Rillito Park bike path to SR 77 on the east side of the roadway.
- Provide a 10' shared use path on each side of Oracle Road from Ina Road north to Golder Ranch Road.
- Provide ADA access to all bus stops throughout the corridor.
- Improve pedestrian access at SR 77 and First Avenue.
- Study pedestrian access needs from the bus stop to El Conquistador Resort.
- Provide sidewalks along Oracle Road from River Road to Ina Road.
- Fill in the sidewalk discontinuities from I-10 to River Road with new sidewalk.



Transit improvements being recommended will be presented at the open house meetings.

- A near-term improvement would be to add or improve sidewalks and crosswalks as needed to facilitate access to bus stops along Miracle Mile between I-10 and Oracle Road, along Oracle Road between Miracle Mile and River, and in the vicinity of Oracle and Ina and Oracle and Magee. Bus shelters would also be constructed at stops in these areas.
- Mid-term improvements are to add park-and-ride lots at various intersections and to implement express bus service along Oracle between a park-and-ride lot to be constructed near the entrance to Saddlebrooke and the Tohono Tadaí Transit Center. Also recommended mid-term transit improvements include the construction of bus stop shelters and benches in the Catalina area and the provision of neighborhood circulator services in the Towns of Oro Valley and Catalina.



• Long-term transit improvements include implementing commercial area circulator services, expanding peak hour express service, consideration of the use of diamond lanes for increased transit speed and studying an upgrade to "bus rapid transit" service. Also recommended is the study of a possible high-capacity corridor from the Tucson Mall area to the University of Arizona, downtown and eastern areas of Tucson.

